

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE

S.S. "HONAM" 2,100 Tons, "YATSHAN" 2,200 Tons, "KINSHAN" 1,900 Tons.

"HONGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 5 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE

S.S. "HOI SANG," 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

CANTON-WICHOW LINE

S.S. "SAINAM," 388 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linta" and "Sanci." These vessels have Superior Cabin A.

EXCURSION TO MACAO

On SUNDAY, the 3rd OCTOBER, 1909.
The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Departing from Macao at 7 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the "Macao" at Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Bluffs Pier

Hotels

HONGKONG HOTEL

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1900.

GRAND CARLTON HOTEL

8 & 10, ICE HOUSE ROAD,
Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and
Excellent Cuisine

O. E. OWEN,

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD HONGKONG

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under en-

New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Lights throughout. Terms moderate. First Class accommo-

Under Personal Supervision of

L. GAMEAU, **N. BLUMENTHAL,**
Proprietor. Manager.

(4) Telephone - 170; Telephone - 400.

Mails.

NORDDEUTSCHER LLOYD.

BRUNNEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 6th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ ROY. LUITPOLD" Capt. H. K. Rehnert	About WEDNESDAY, 6th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lentz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"CORLENS" Capt. H. Raegenert	About SATURDAY, 16th Oct.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	17th Oct., P.M.
MARSEILLES, via PORTS	OCEANIK	Sellier	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, via PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.

Transhipment on the Océan Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th September, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

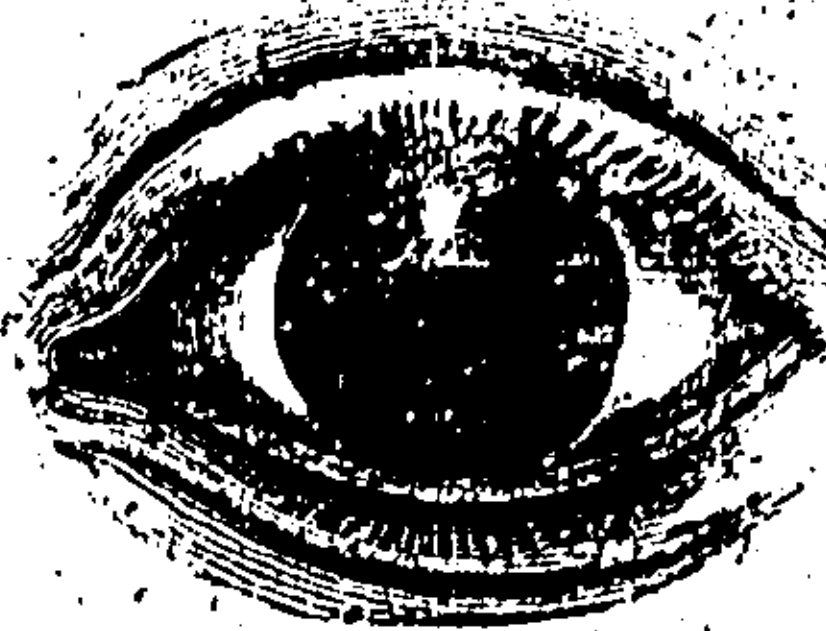
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1909.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

GALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.C.

10, Bealock Street

566, Ningling Road.

Hongkong, 4th March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21 1/2 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steg Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Bootts,

A. I. and Watkins.

Yokohama, April 28th, 1909.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th March, 1908.

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD, CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 15th September, 1909.

TO LET.

158, PRAYA EAST.
Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 22nd September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).

Apply to—
THE COMPAGNIE DÉPOTEMENT, E. D. SASSOON & CO., QUEEN'S ROAD CENTRAL.
Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 FEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3, OLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFORD TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

CODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 29th June, 1904.

DR. M. H. CHAUN,

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

NEW LICENSURE DUTIES.

MR. LLOYD GEORGE'S AMENDMENTS TO THE FINANCE BILL.

The Government amendments to the Licensing clauses of the Finance Bill were placed on the paper on 26th ult.

The Chancellor of the Exchequer proposes that the reduced duty in the case of hotels or restaurants where the sales of liquor are less than one-third of the hotel receipts shall be lowered from 33 per cent. of the compensation value of the premises to 21 per cent., and the original figure of one-tenth of the full duty below which the amount payable must not fall will be changed to one-thirtieth of the annual value of the premises.

It is proposed that the original duty of three-pence in the pound on the sales of intoxicating liquor in Clubs shall be changed to a duty of sixpence in the pound on purchases.

Mr. Lloyd George suggests a change in the schedule for spirit and off-retailers' licences. The original scale imposed duties from £14 on licensed premises under an annual value of £30 to £50 on premises of an annual value of over £100. The new scale is—

Annual value of licensed premises:—	
Not exceeding £10	£10 0 0
Exceeding £10 and not exceeding £20	11 10 0
Exceeding £20 and not exceeding £30	14 0 0
Exceeding £30 and not exceeding £50	15 0 0
Exceeding £50 and not exceeding £75	16 0 0
Exceeding £75 and not exceeding £100	17 10 0
Exceeding £100 and not exceeding £250	19 0 0
Exceeding £250 and not exceeding £500	30 0 0
Exceeding £500	50 0 0

The new beer retailers' scale of duty is—

On premises of annual value:—	
Not exceeding £10	£1 10 0
Exceeding £10 and not exceeding £20	2 0 0
Exceeding £20 and not exceeding £30	2 10 0
Exceeding £30 and not exceeding £50	3 0 0
Exceeding £50 and not exceeding £75	3 10 0
Exceeding £75 and not exceeding £100	4 0 0
Exceeding £100 and not exceeding £250	4 10 0
Exceeding £250 and not exceeding £500	7 0 0
Exceeding £500	10 0 0

The scale for beer retailers' off-licence duties is similarly changed. The existing scale ranged from £3 10s. on premises of under £30 annual value to £10 on premises of over £100.

A separate scale is submitted for wine retailers' off-licences, which were originally classed along with the beer retailers' licences.

The new scale for wine retailers' off-licences is—

Annual value of £10 licensed premises:—	
Not exceeding £10, £100s.	
Exceeding £20, but not exceeding £30	£30, £3.
Exceeding £30, but not exceeding £50	£50, £3. 10s.
Exceeding £50, but not exceeding £75	£75, £4.
Exceeding £75, but not exceeding £100	£100, £4. 10s.
Exceeding £100, but not exceeding £250	£250, £5.
Exceeding £250, but not exceeding £500	£500, £7.
Exceeding £500, £10.	

HOW THE CLUBS WILL FARE.

Mr. B. T. Hall, secretary of the Working Men's Club and Institute Union, interviewed by a *Pall Mall Gazette* representative said he understood that when the subject was first introduced in the House of Commons the figure of sixpence was placed as an outside figure on the question of purchases, equal to a sum of threepence in the £ on sales reckoning on a certain high percentage of profit.

They were given to understand that that sixpence was an outer possibility; now that it had been fixed, they regarded it as excessive.

"As far as our clubs go," Mr. Hall said, and his union represents something like 1,200 clubs, "sixpence is quite too much; we should regard 4d. or 4d. as reasonable, especially when we reckon club profits on a basis of 30 to 35 per cent."

"We are not quite sure that the sixpence in the pound on purchases is put as a fixture. We hope that Mr. Lloyd George will reconsider the matter. This new tax is higher than the former proposal to charge threepence in the £ on sales only, and to tax us on a higher basis is like jumping from the frying-pan into the fire."

THE INCREASED SPIRITS DUTY.

SOME INTERESTING FIGURES.

Mr. A. T. Grant writes with reference to the proposed new duties on spirits, and sends the following table, showing the fluctuations of the duties since 1840. It will be noticed that in that year the whole tax was less than the "increase" made by the Chancellor of the Exchequer this year; and also that this increase is, excepting that of 1885, more than twice as great as any previous single increase.

Year.	Duty on British Spirits.	Chancellors.
1840	3/8 per gallon	Baring.
1853	4/8	Gladstone.
1854	5/8	do.
do.	6/	do.
1855	7/10	do.
do.	8/	Lewis.
1856	8/1	do.
1860	10/	Gladstone.
1865	12/	Children.
do.	13/	Hicks Beach.
do.	14/	do.
1870	10/6	Goschen.
1874	11/	Harcourt.
1885	10/6	Hicks Beach.
1900	11/	do.
1909	14/	Lloyd George.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909.



COLONIAL SECRETARY'S DEPARTMENT.

No. 543.

HONGKONG OPIUM FARM.

NOTICE is hereby given that Sealed Tenders will be received at the Colonial Secretary's Office, Hongkong, till Noon on Thursday, the 30th of September, 1909, for the purchase of the privileges known as the Opium Farm established under "The Opium Ordinance, 1909" that is to say, the sole privilege of preparing Opium and of selling, within the Colony, including the New Territories, Opium so prepared, inclusive of the privilege of collecting gross and of preparing and dealing in Gross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer and the conditions of tendering and form of grant have been published in the *Government Gazette* as Notification No. 543 of the 3rd September, 1909.

Government Notifications Nos. 401 and 502 of 1909 are hereby cancelled.

A. M. THOMSON,

Colonial Secretary.

3rd September, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Also Agents for

FERGUSON'S SPECIAL ORNAM

and

P. & O. SPECIAL LIQUOR BOOTHS

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 26th March 1909.

NOTICE.

MR. LI HON-FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909.

For Sale.

FOR SALE

AT

GRACA & CO.

27, Des Vœux Road.

VIEW of Post Cards and Asiatic Postage

Stamps.

Novels, Books for parlour and household

use.

The Doctor at Home—1000 edition.

Prayer Books, Religious Pictures, Pendants,

Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in Bets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and

Post Cards.

Postage Stamps Catalogues by Lincoln,

Spence, Stanley Gibbons, Scott and Tallant.

Stock—Books, 4-Duplicate—Pocket—Books,

Transparent Envelopes.

Movable Leaf Albums, Two-cent, Magnifying

Glasses, Perforation Gauges.

Water Mark Detectors.

Messrs. Commercial Map and Directory.

&c. &c. &c.

Intimation.

Powell's

Furnishing
Department

FIRST FLOOR

ALEXANDRA

BUILDINGS.

WE HAVE JUST
UNPACKED A
LARGE
CONSIGNMENT

OF

DINNER

WARE

SAMPLES NOW
ON SHOW.A PLEASING
STYLE

IN

ALL WHITE.

We are prepared to
sell any quantities to
suit our Customers, even
single Pieces.MEAT PLATES.
SOUP PLATES.
PUDDING PLATES.
CHEESE PLATES.

OVAL DISHES

5 SIZES.

COVERED VEGE-

TABLE DISHES.

COVERED TWIN VE-

GETABLE DISHES.

SOUP TUREENS.

SAUCE TUREENS

WITH COVER AND LADLE

SAUCE BOATS.

SALAD BOWLS.

STEAK DISHES.

CHOP DISHES.

POWELL'S

ALEXANDRA
BUILDINGS.

and

88, Queen's Road.

Hongkong, 19th September, 1909.

THE ORIGIN OF THUNDER-
STORMS.

During part of the years 1907 and 1908, Mr. G. O. Simpson has carried on a very interesting research in the Government Meteorological Office at Simla, India. By means of self-registering apparatus he collected systematic records of the electricity brought down by the rain, and he made laboratory experiments. The total amount of rainfall recorded was 7.65 centimetres (about 10 in.), and the total amount of positive electricity found in the rain was 23.3 electrostatic units per square centimetre, and of negative electricity 7.6 units, so that about 75 per cent of the rain was electrically positive. The heavier the fall, the more the positive charges predominated; but light rain was, as a rule, more strongly electric than heavy rain, and in the second half of a shower more negative electricity was found than in the first half. Laboratory experiments proved that water-drops, broken up by falling on an ascending vertical air current, gave positively-charged water particles, while the air tested in an Eberl ionisation apparatus indicated an excess of a negative charge corresponding to the positive charge of the drops. When Lennard—who first traced cathode rays outside their glass tubes—investigated these phenomena in 1904, he observed that drops more than 5.5 millimetres (about 1/15 in.) in diameter will break up when falling, and are, therefore, unstable; and that the velocity of drops of less than 5.5 millimetres in diameter falling through air cannot exceed 8 metres per second. These drops will not be able to descend, therefore, when the ascending current has a velocity of 8 metres per second; and as larger drops would be broken up during the fall, no rain can descend against an air-current of more than 8 metres (26 ft.) per second. Now it is exceedingly probable that vertical air-currents of this velocity occur in thunderstorms. Combining this observation of Lennard with his own, Simpson suggests the following theory for the origin of thunderstorms:—The vertical air-currents ascending at more than 8 metres per second will first prevent the fall of rain and cause a large accumulation of water at the top of the column. There, the drops of water will continually be going through a process of being broken up and growing again to the critical size, and each time a drop is broken up a separation of positive and negative electricity will take place; the air will carry the negative ions away, leaving the positively-charged water particles behind. A mass of water may be broken up many times before it will finally reach the ground, and when it does so it will, as a rule, come down as positively-charged rain. Meanwhile the ions carried away by air-currents will be absorbed by the particles of clouds which thereby become negatively charged. In the highly-charged cloud there should be a rapid combination of drops, and those drops will ultimately fall as negatively-charged rain. Making an estimation of the order of magnitude of the potentials and currents on the basis of his own experiments and those of Lennard, Simpson arrives at the conclusion that the effects of the most violent thunderstorms would be accounted for. The chief novelty of the research lies in the systematic observations of the electric charge of the falling rain.—*Engineering.*

Intimations.

THE
SOUTH-CHINA ARTISTIC
BAZAAR.

EXHIBITION HALL

FIRST FLOOR OF NO. 35 DES VOUX ROAD,
CENTRAL.
(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.
Embroideries, Silk, Oil and Water Colour Paintings.
Curtains and Perfumes.
Screens, Pictures and Photo Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.

Hongkong, 25th September, 1909. 1675

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

QUINQUINA ?

QUINQUINA ?

DUBONNET ?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. 140

YUEN HING,

No. 4, D'ARQUILLER STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN AND EMBROIDERED CHINESE

LINE GRASS CLOTH, PAWTER

WARE, &c.

all of the best quality.

Hongkong, 5th August, 1909. 173

Intimation.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world, women often have to work and weep at the same time. Their holidays are too few and their work too heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need: It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Hayes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it carried the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists."

Consignees.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of September, at 9.30 A.M. All claims must reach us before the 1st of October, 1909, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 22nd September, 1909. 16

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KITANO MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 30th September will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 23rd September, 1909. 145-149

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 14th September, 1909. 173

Consignees.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of September, at 9.30 A.M. All claims must reach us before the 1st of October, 1909, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 21st September, 1909. 16

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"MONMOUTHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 29th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 29th inst. No Claims will be admitted after delivery of the Goods has been effected to Consignees, and same must be presented within ten days of steamer's arrival here, otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 22nd September, 1909. 1675

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TACOMA MARU."

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, September 28th, 1909, at 6 A.M., will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 1st of October, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 30th inst.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA,
Hongkong, 25th September, 1909. 1499

FROM EUROPE.

THE H. A. L. Steamship

"BELGRAVIA."

Captain Hildebrandt, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 27th September, 1909. 1675

S.S. "SYDNEY."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. *Charente* and from Bordeaux ex s.s. *Frederic Morel* and *Ville de Celles*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 3 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after MONDAY, the 4th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to reach us before the 4th October, or they will not be recognised. All damaged packages will be examined on MONDAY, the 4th October, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

P. DE CHAMPAGNORIN,
Agent.

Hongkong, 17th September, 1909. 16

HONGKONG AVERAGE MARKET
PRISES.

Corrected 24th September, 1909 21s per 5 Ma.

BUTCHER MEAT.

Cents:

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Yuk

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Gon

" Tripe (undressed)—Ngau To

" Olives—Head and Feet—Ngau-chai-tau-kook

" Mutton Chop—Yung Pal Kwai

" Leg—Yung Pei

" Shoulder—Yung Shan

" Pig's Chittlings—Chi cheong

" Brains—Chi Kook

" Feet—Chi Kook

" Fry—Chi Chik

" Head—Chi Tai

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Koo

" Pork Chop—Chi Pal Kwai

" Corned—Ham Chai Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Yung Tau

" Kook

" Heart—Yung Sum

" Kidneys—Yung Yiu

" Liver—Yung Gon

" Sucking Pig, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon's Large, Small—Sia Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tai

Fowls, Canton—Kai

Halas—Hoi Nam Kai

Geese—Ngo

Goats, Wild Shanghai—Sheng Hoi Ye

Goats, Wild

Musk Deer—Wong Keng

Hares—To Chai

Partridge—Chi Koo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

Quail—Um Chai

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkeys, Cock—Fo Kai Kung

Hen—Na

Wild Ducks, Shanghai, Sul-ap

Teal, Shanghai, Sul Ap Chai

Wild Ducks, Canton—Sang Shioh, Sul Ap

FISH.

Barbel—Ka Yu

Bream—Bia Yu

Canton Fresh Water Fish—Hoi Sia Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

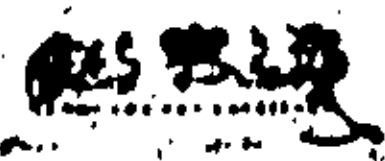
Crabs—Hal

Cuttle Fish—Mok Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lan

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

(28)

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Single Copies, Daily, one cent. Weekly, two cents (for cash only).

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 28, 1909

HONGKONG'S CHAIRMAN.

Still on the plan of retrenchment, the Hongkong Government has launched a thunderbolt which is directed towards the British residents of Shanghai. It would take many guesses to discover how the Governor and his administrative staff arrive at the decision that our compatriots in Shanghai are getting something for next to nothing. But the idea is as plain as a pike-staff once it is stated. Readers will remember the discussion in the Legislative Council over the question of paying the expenses of the Tientsin British Post Office. They will also remember that Tientsin in order to retain that luxury, succeeded in raising sufficient funds to warrant the retention of that purely British institution. Now, it appears, that Shanghai, or rather the residents there who have taken advantage of the British postal facilities, is unwilling to contribute a fair share toward the maintenance of an acknowledgedly capable office. Not that they say "unwilling," but circumstances prevent it. On the 9th of this month the Colonial Secretary wrote to the chairman of the Shanghai Municipal Council a letter to this effect: "I have the honour by direction of the Governor to inform you that His Excellency has for some time past had under consideration the annual loss incurred by the revenue of this Colony by the conduct of the Postal Agencies at various Treaty ports in China. His Excellency is of opinion that this service is primarily one affecting

Imperial interests, and in particular, the interests of the treaty port concerned, and he lately wrote to His Majesty's Secretary of State for the Colonies informing him that he would no longer undertake to conduct these Agencies at the cost of the Hongkong taxpayers, the more so that additional burdens have lately been incurred owing to railway construction and restriction of opium." That should dissipate ideas regarding the Governor's cosmopolitan interests—and his endeavours to regain the dues of the Colony, but there is more to follow: "The Secretary of State has been in communication with the Treasury and His Excellency has just received a telegram, informing him that His Majesty's Government will guarantee this Colony against half of the net loss incurred on the collective maintenance of present lines of the treaty port agencies, and suggesting that the communities at those agencies should be required to contribute towards the remaining loss—as a provisional arrangement for one year." Naturally His Excellency the Governor had to consult the people concerned and writing through the Colonial Secretary he added: "His Excellency's concurrence must necessarily depend upon the acceptance by the local communities of the suggestion of the Secretary of State that they should contribute to the loss incurred in maintaining their particular agency. As a provisional arrangement for one year, His Excellency is prepared to accept liability for one-half of the moiety of the total estimated loss accruing during 1910 on the Shanghai Agency provided that your council will agree to meet the other half. In other words this Government will continue to conduct the British post-office in Shanghai during 1910 provided that you will guarantee the refund to this Government by half-yearly instalments of one-quarter of the total loss accruing from the conduct of the Shanghai British post-office as shown by the accounts which will be submitted to you. In this connection I may observe that the Tientsin Agency has during the past year guaranteed the entire loss as the sole condition upon which the Government of this Colony would consent to continue the agency. The loss for 1910 is estimated by the Postmaster-General at \$7,250, one-quarter of which will amount to \$1,812 1/2. Now what do you think that the answer to a fair proposition such as that we have disclosed was? It amounted to this, that the Municipal Council of Shanghai could not see its way to afford the necessary contribution to maintain a British Post Office there, because there are half a dozen other foreign offices which might also demand a grant. It may be so, but would the Americans, the French, the Germans, the Japanese and all the others clamour for a subsidy? Not the Russians certainly. The only point seems to be whether the payment of the six thousand dollars odd could come out of the Municipal Treasury. So long as Hongkong signed the bill no word was heard but we had better allow a Shanghai paper, the *Asiatique*, to give its views on the subject. Our contemporary puts the story bluntly to start with: "Whilst we are bound to admit that financial support from public funds would be quite unfair to other offices and nationalities we fail to see where any other contribution is to be obtained. The organizations of British merchants which exist in Shanghai have neither the funds to make such a contribution nor the power to make a levy for that purpose, and even if they had such a method of providing the deficit it would be very unfair that they should do so, for there are many who do not appear on the list of members of these associations, to whom the cheap rates of the British Post Office are a great boon, and there would be no means of getting these to bear some portion of the expense." And here is where the *Mercury*, unduly generous, strikes the nail on the head: "With the Colony of Hongkong every sympathy will be felt. For many years this Colony has provided North China with a cheap postal service, efficient on the whole, absolutely honest, and certainly far more reliable than any other mail service here has ever shown itself. It is not to be expected that the Colony should lose over this portion of its operations, for whilst Governments may be grandmothers they are not expected to be philanthropists at large, and the grandmothers care exercised over the Colony of Hongkong by the Imperial Government in certain recent matters has had effects rather restrictive of the Colony's philanthropic tendencies than otherwise; and the question of finances is at the present moment a most serious one, so that every cent has to be carefully examined before it is spent. The solution of the whole problem lies, we are convinced, elsewhere." We do not want sympathy; we want compensation. Saying that not a single British Post Office can be closed, we read with satisfaction that Hongkong cannot possibly be expected to bear the loss; slight though it may be it would be a serious matter for Hongkong in her present straitened condition, but the item would be almost a negligible one to the home government. Until such time as extraterritoriality in China lapses, and certainly so long as other nationalities have their Post Offices in the country, the British Post Office must be maintained at all costs. One of the means of reducing

that cost would be to offer greater facilities to the public in the matter of mails via Siberia. The character of the packages that may be sent via Siberia at present is very restricted, much more so through the British Post Office than through any other we believe, and extension of facilities for small parcels, newspapers and the like would appreciably add to the value of the Siberian service and would increase the income of the Post Office. At the present time it is as cheap to send this sort of thing via Siberia through some other offices as it is to send them via Suez through our own, and the greater expedition of the Siberian route naturally weighs with most people. The only way out of the impasse is the increase of facilities and taking over of the service by the home Government. We agree with the premise but entirely fail to see the force of the subsequent argument. Is Shanghai so poor that she cannot afford to maintain her own Post Office for British merchants? And is Shanghai becoming such a mendicant that she must look to Hongkong for support? We do not believe it, not for a moment. Hongkong cannot act for ever in loco parentis to the settlements of the North. It is surely the duty of our British friends in Shanghai to see that the institution which has flourished almost since the day that the first men of Anglo-Saxon breed went to Shanghai should be maintained—even if that means a trifle out of the pockets of Shanghai merchants. It will be observed that we say nothing about penny stamps, but if Britishers in Shanghai compare their stamp expenditure today with what it was yesterday, in proportion to the business done, we think they might find it at least reasonable to contribute something towards the preservation of the British Post Office. It would be a compliment to this Colony which had helped them for so many years.

LOCAL AND GENERAL.

THE Ministry of Finance has granted a sum of Tls. 250,000 for constructing and improving prison buildings in the provincial capitals.

CAPT. F. G. TURNER, Royal Engineers, now serving in India, has been appointed General Staff Officer, Second Grade, in North China.

MAJOR H. DE T. PHILLIPS, R.G.A., at present commanding the Hongkong-Singapore Battalion, R.G.A., receives early promotion to lieutenant-colonel.

THE Portuguese and foreign warships in port today were dressed in honour of the anniversary of the death of the late Emperor of Portugal. A salute was fired at noon.

M. ALEXANDRE LAURENCE, de Lalande, the newly appointed French Consul-General in London, formerly held office at Shanghai, Hongkong, and Yokohama.

FROM all appearances the *King Alfred*, flagship of the China Squadron, will again head the list of His Majesty's ships for straight shooting. If the flagship again pull off the event it will be for the third year in succession. Let us hope that she will do the trick in 1910.

THE *Kohi Herald* telegraphed from a London cable to the *Ozka Matich*, that the China Association is advocating a forward policy in regard to British interests in the Far East. Questions are to be asked in Parliament, and vigorous Government support will be demanded for all legitimate trading ventures.

MAJOR H. G. K. WAIT, Royal Engineers, presently commanding No. 40 (Fortress) Company Royal Engineers, Hongkong, has been ordered home to take over the appointment of chief instructor at the Electric Light School, Portsmouth. He is in charge of the electric lighting and telegraphs at Hongkong.

A JAPANESE Cabinet Council held on Tuesday, the 14th instant, decided to raise the Consulates at Vladivostok, Canton, Hongkong, and Hankow to the rank of Consulates-General. The Consular agencies at Liverpool and Peru have been replaced by Consulates-General and it is expected that further Consulate-General will shortly be appointed.

THE local General Traffic Agent of the C. P. R. Co. informs us that a wireless message from the Commander of the R.M.S. *Empress of Japan* states that he expects to arrive at Yokohama on the morning of the 29th instant. The message was despatched while the ship was 765 miles distant from Japan, and the Commander states that all was well on board.

MARRIAGEABLE SALARIES.

HONGKONG BANK HAS NO HARD AND FAST RULES.

The announcement that Molson's Bank, Ottawa, had raised the limit on which clerks in its employ are allowed to marry to £4 per annum has created much interest among bank clerks in London. This limit of £40 would be equivalent in purchasing power, etc., to £170 in London, where the lowest limit at present among the best known banks is £150. Lloyd's Bank allows clerks in their country branches to marry on £125-£150 less than their London wage-limit. Many of the banks, notably the newly amalgamated London County and Westminster, whilst allowing their clerks to marry on £50 a year, prefer that the employee wait until he is receiving at least £180 per annum or more. The Hongkong and Shanghai Bank has no hard and fast rule as to the marriage wage-limit. In the opinion of the managers in the Lombard Street Bank it is better to leave it to the good sense of the employee. This is a plan, he said, which we have always followed and so far it has answered quite well.

Kitchener's Hobby.

HUNTING FOR CHINESE PORCELAIN.

SECURED THE SECOND BEST COLLECTION IN HONGKONG.

Lord Kitchener, the guest of the evening at Government House last night, found himself in a happy gathering, proud to do honour to the unassuming arbiter of Britain's future. The function was of short duration, His Excellency the Governor and Lord Kitchener proceeding at 10.30 p.m. to summer quarters at the Peak.

For once in a way, a holiday proved a rest holiday this forenoon. When we read of night trains across almost trackless paths, and special trains to catch the mail steamer, it comes as a satisfaction to know that Lord Kitchener had none of these experiences in Hongkong. If the truth be told, his Lordship meandered around the grounds at Mountain Lodge until 11.15 a.m. and then he went on to the great and serious business of his life.

It may not be public knowledge, but it is the fact, nevertheless, that Lord Kitchener has a hobby—and that hobby is Chinese porcelain. We have a queer suspicion that the great organiser of Britain's army came to China not to look at forts or guns or such-like paraphernalia, but to discover something new in the matter of porcelain. Yesterday afternoon, he was rummaging the curio shops of Hongkong on the outlook for something that would enhance his collection. The shop of Wong Shing was turned almost topsy-turvy—which is an exaggeration—but the buyer was as pertinacious in his quest as he was when he sought the Kalifa.

We are informed, on authority which is beyond question, that before His Lordship became personally acquainted with the Colony Lord Kitchener had acquired the finest collection of Chinese porcelain in Hongkong, second only to that owned by the gentleman who was given the title of "Porcelain King" by Viceroy Chang—we mean, of course, Sir Paul Chater.

What we should like to know is where did Lord Kitchener learn all the characteristics of the ware, the marks, the identifications, the scrolls? Not in India, not in Egypt, not in South Africa—is it possible that Sir Alexander Hosie has been giving suggestions, or was it a mere consul in China? At all events, Lord Kitchener claims a magnificent collection from Hongkong.

At the informal luncheon at "Marble Hall" today, when His Lordship was the guest of Sir Paul Chater, there were present, besides Lord Kitchener, H.E. the Governor, Sir Frederick Lugard, Capt. P. H. M. Taylor, A.D.C., Capt. Simson, private secretary, Capt. Fitzgerald, assistant military secretary to Lord Kitchener, H.E. Major-General Broadwood, Capt. Heathcote, A.D.C., and Mr. C. Monague Ede. This evening, Lord Kitchener will dine with the Royal Engineers.

At 10.30 p.m. to-night, Lord Kitchener leaves Hongkong by the *Fatshan* for Canton. He will be accompanied by Captain Fitzgerald, Assistant Military Secretary, General Broadwood and his A.D.C., Captain Heathcote, and will just return in time on Thursday to bid his friends good-bye and proceed to Shanghai.

AT SINGAPORE, The special train with Field-Marshal Viscount Kitchener of Khartoum on board left Woodlands at 12.45 p.m. yesterday and was expected to arrive at Newton station at 12.45, reports the *Singapore Free Press* of 21st inst.

About a dozen Europeans, of whom quite half were ladies, were waiting at the tiny little railway station to see the great General arrive. It was a blazing hot day and clouds of dust were blowing about the neighbouring roads. Major General T. Perrott, C.B., General Officer Commanding the Troops, was accompanied by his son and A.D.C. and both were in plain clothes. They drove up to Newton in a motor car. Mr. Claude Severn, Private Secretary to H.E. the Governor, joined them there.

The special was a few minutes late. Lord Kitchener was accompanied by Sir William Taylor, Resident General of the F.M.S., and Captain Stockley, A.D.C. to Sir John Anderson, who had gone over to Johore to meet the distinguished guest. Captain Stockley was the only one in uniform. Lord Kitchener was wearing a light grey suit and an Indian sun topi. He looked remarkably well and fit, and smiled pleasantly as he was introduced to General Perrott and his son and to Mr. Severn.

The last time we saw the famous General was at his reception in London on his return from the Boer War. He appears to be slightly stout, or now, but looking remarkably youthful. General Perrott drove Lord Kitchener and Sir William Taylor up to Government House in his motor car. The rest of the party followed in another car. An Indian servant looked after Lord Kitchener's luggage. As K. of K. drove away from the station, a cheer was raised by the assembled Europeans. The distinguished visitor smiled and touched his hat.

At lunch at Government House yesterday, the following were present—H.E. Sir John Anderson, Miss Anderson, Mrs. Farrar, Vice-Kitchener, Sir William Taylor, Captain Fitzgerald, Major-General Perrott, Lieut. Perrott, Sir Arthur Young, Lady Evelyn Young, Captain Stockley, Mrs. Stockley, Mr. G. P. Davies and Mr. Claude Severn.

After lunch, Lord Kitchener went down Keppel Harbour by launch, returning at half-past four, looking at the Harbour Works and the Forts.

An official dinner was given at Government House last night.

The *Sydney* left at six o'clock this morning with Lord Kitchener for Saigon.

much opinions may differ as to the value of this or that detail in the scheme of reforms he has carried out, it is agreed on all sides that the six and a half years he has spent in India mark a most important epoch in the history of military administration in the country, and it is unquestionable that the changes he has effected have on the whole greatly increased the efficiency of the Army in India. In one matter we must confess that we still hold Lord Kitchener to have been mistaken, his insistence on the abolition of dual control and the disappearance of the Military Member. The great reform effected by Lord Kitchener in his attempt to provide for the rapid and efficient mobilisation of the largest possible field Army consisted, first, in the redistribution of troops and, secondly, in the reorganisation of commands. When Lord Kitchener arrived in India he found that the Field Army for which a mobilisation scheme existed was composed of only four divisions, with, of course, the requisite troops to maintain communications.

DRAMA'S REALISED. He was by no means the first to realise the desirability of increasing this force; but coming to India at a time of prosperity after many years of scarcity, and putting forward his proposals with the weight of his great prestige, he succeeded in getting done what had previously been only dreamed of. Making due allowance for the troops that would in all cases be required for the internal security of the country and for the special needs of exposed regions on the frontiers of India, he reorganised the remainder of the Army in nine divisions, in lieu of four. To each division was allotted a definite area in which all its component parts would be stationed, and it was a specially important feature of the scheme that these divisions should be absolutely self-contained and ready to take the field without depending on each other for any purpose. These divisions were placed under three (now two) Lieutenant-Generals, and a definite and well devised scheme was thus substituted for the somewhat muddled arrangement hitherto in force. To enable these changes to be carried out, a certain amount of redistribution was inevitable. Lord Kitchener's first plan doubtless went too far; and it is impossible that even the modified proposals involved some unnecessary or specially inconvenient transfers. However that may be, such defects are trivial by comparison with the great gain to the Army resulting from reorganisation.

SCHEME COMPLETED. For the first time the Army in India found itself organised in time of peace on a war basis. The expansion of the Field Force from four to nine divisions and the reorganisation whereby each division was required to be capable of independent mobilisation necessarily involved a considerable development of supply and transport, and here again Lord Kitchener effected valuable improvements. The gain in economy and smoothness of working has been very considerable, and here mention may also be made of another change conducive to economy, the decentralisation carried out, in matters of finance by which each divisional officer was given a greater responsibility in estimating and more direct responsibility for his demands on the Exchequer. Certain changes in the composition of the regiments of the native army also deserve attention, though here Lord Kitchener followed principles already recognised rather than any novel scheme of his own. The object of these changes was to make fuller use of the best fighting material among the Indian peoples, while guarding against giving undue and possibly dangerous prominence to any particular class. The increases have been in the Punjab, Baluchistan, and Gurkha elements, the increase in the latter to 20 battalions being very notable. Finally, to complete the scheme of more scientific organisation, the Indian Staff College was called into existence by Lord Kitchener.

CANTON DAY BY DAY.

N. VAL REORGANISATION FUNDS.

[From Our Own Correspondent.]

Canton, 27th September.

H. E. Yeung Shing, formerly Chinese Minister in Germany, and the Shanghai Taptai Tsai Nai Wong have sent a telegram to the Canton gentry asking them to impress on the minds of the people the importance of the reorganisation of the Chinese Navy, and, at the same time, to solicit contributions from the public in aid of the Imperial Government towards the funds for the naval reconstruction.

ROBBERY. With reference to the daring robbery which occurred last Friday, at 11 a.m., in Po Wah Fong Street, a man was yesterday arrested by the police and was handed to the Taoist Constabulary. A servant woman who is alleged to have been in league with the robbers was also arrested. At the Police Court the woman admitted the charge and has disclosed the names of several others who had a hand in the robbery. As the result of the robbery the magistrates of Nambai and Pin Yu were temporarily deprived of their official buttons by order of H.E. Viceroy Yuan who was greatly displeased with the two magistrates for not reporting the case. The officer-in-charge of the police station in the district was removed from his office. Moreover, these officials were ordered to effect the capture of the robbers concerned within a period of ten days, otherwise due punishment will be meted out to them.

MOON-FESTIVAL. The 28th instant, being the Chinese Mid-Autumn Festival, the Chinese usually hold up lanterns and flags, &c. on their house roofs to celebrate the occasion. To prevent the occurrence of fires, the police authorities have issued a proclamation to warn the people not to hold up lighted lanterns as usual.

COLONEL FITTON, C.B., A.D.C., Queen's Own Royal West Kent Regiment, who commanded the 2nd Battalion during his recent stay at Singapore, has gone on half pay under the 3rd year's rule, and has been succeeded by Lieutenant-Colonel N. H. S. Low, from the 1st Battalion.

ANTI-JAPANESE BOYCOTT.

ATTEMPT AT REVIVAL.

[From Our Own Correspondent.]

Canton, 27th September. On Saturday morning the Canton Self-Government Society received a telegram from the Cantonese residing in Hupoh, which reads as follows:—

"To the Canton Self-Government Society.—The Three Eastern Provinces are now in a dangerous and critical condition. Liang Tuyen, president of the Wai-wu-pu, has deliberately alienated these territories. What a grave mistake he has thus committed! He should be severely denounced and not be recognised as a native of the Kwangtung province, in order to prevent the disgrace involving our fellow-countrymen. Joint and strenuous action should be taken to deal with him for the well-being of the Chinese people."

(Sd.) MA CHING-YU, TONG KAN-CHI, U WING, YU-KUO KI-KUN, SHUM SUN. On receipt of the above telegram and a number of letters from the Chinese in other places having reference to the question of the Three Eastern Provinces, the Canton Self-Government Society issued a circular to convene a public mass meeting for the 27th instant, when this question will be brought up for discussion.

It is feared that the agitation now stirred up among the people here against the Japanese in the case of the agreement of the Three Eastern Provinces will sooner or later result in the revival of the Japanese boycott in this city.

REMOVAL OF CEILINGS.

A QUESTION OF COMPENSATION.

The following minute by the Head of the Sanitary Department relative to the removal of ceilings was laid on the table at the meeting of the Sanitary Board this afternoon:—

Please circulate for the opinion of the Board as to the following matters:—

(1) Whether the non-plague season November-March is not the best for enforcing the attached bye-laws in regard to the removal of ceilings.

(2) Whether the district selected by the M.O.H. and A.M.O.H., viz., Stanton Street, Elgin Street, Peel Street, Shelley Street, (last marked A) is the best in which to start this work.

(3) Whether the work of removal of ceilings should be carried out by contract or by the Sanitary Department staff under the direction of an inspector.

(4) At what rate per square yard compensation shall be paid to the owners of the houses. I think eight cents per square yard would be adequate, as it is compensation for present value and not to enable the owners to replace the ceiling by a new one. If the Board concurs in applying these bye-laws now it will be necessary to define the District to be dealt with and to give one month's notice to the owners of the property concerned. There is a vote available for compensation which amounts to \$300 approximately.

The Secretary, Sanitary Board.

17-9-09

Mr. Lau Chu Pak pointed out:—I think the best months are from July to November. The month before and after the Chinese New Year should not be included in the period. In view of the many objections that will be met with, I suggest that a sub-committee be appointed to arrange details. Every step should be taken to avoid friction. As regards (1), the owners or the occupiers, as the case may be, should be given the option of removing the ceilings at the expense of the Board.

Mr. Shelton Hooper:—(4) Compensation should be assured in each case, as sometimes it would amount to more than eight cents and others perhaps less.

THE OPIUM TRADE.

NEW HONGKONG FARM.

On September 17, Mr. Laidlaw asked the Under-Secretary for the Colonies whether, in view of the fact that in the Straits Settlements and the Federated Malay States, where the conditions were very similar to those in Hongkong, the opium farms were being abolished on the unanimous recommendation of the Straits Opium Commission and whether to prevent a system from being stereotyped for three years which might hamper the Government in its efforts to assist China, the Secretary of State would take steps to prevent any new opium farm contract being entered into at Hongkong.

Colonel Seely: No, sir. Experience has shown that the farm system is the best suited to the circumstances of Hongkong, and His Majesty's Government are satisfied that its existence will in no way hamper the Government in its efforts to assist China. An ordinance recently passed, as No. 16 of 1909, has considerably extended the Government's power of control over the opium farmer's proceedings. My hon. friend will find a copy of this ordinance in the library of the House.

Mr. T. Taylor: Do I understand that the policy of His Majesty's Government differs from that of the Chinese Government, which is the suppression of the use of opium? Colonel Seely: Oh, no. We hope to co-operate with China in every possible manner in stopping the consumption of opium. Mr. Laidlaw asked the Secretary of State for Foreign Affairs whether any proposal had been received from the American Government for a conference at The Hague on the opium question; and, if so, what reply had been sent. Mr. McKinnon Wood, who replied, said: The question is in the sequel.

Chinese Railways.

CANTON-KOWLOON RAILWAY.

QUESTIONS IN PARLIAMENT.

In the House of Commons on August 30, Mr. Ginnell asked the Under-Secretary for the Colonies whether he would give a brief abstract of the figures of the chief resident engineer of the Kowloon Railway, showing how it was alleged that that railway could ever pay working expenses, interest, and repay the principal spent on its construction, even as an extension of the Canton Railway, in competition with the shorter navigable river which had cost nothing; and whether he had any corroboration of those figures from any competent person not dependent on the Crown Agents.

Colonel Seely: I understand that the chief resident engineer is now preparing a revised estimate of profit, and in the circumstances it would be useless to give an abstract of the figures supplied some years ago. I would point out to the hon. gentleman that the direct profit to be obtained is not the only matter to be considered. What is far more important is the indirect profit which will accrue to the Colony owing to the improvement of the facilities for trade with the interior of China.

Mr. Ginnell asked the Under-Secretary for the Colonies whether he would submit to the House, or make available to members, the speeches addressed by His Excellency the Governor of Hongkong to the Legislative Assembly of that Colony on February 6 and May 13, 1909, acknowledging that the Kowloon Railway was being constructed under the Crown Agents with money advanced by them on the security of the funds of the Colony; and if he was aware that this project, which had already cost more than twice the sum for which it could be completed, was being continued in this manner without the free consent of the Government and Colony of Hongkong.

Colonel Seely: It is not proposed to present any papers on the subject. In saying that the line has cost more than twice the sum for which it could be completed, the hon. gentleman is presumably referring to the increase in cost over the original estimate. The estimate, however, was very rough, and was never intended to be exact. It was based on a preliminary survey, and included no calculation of quantities. It did not provide for rolling stock, workshops, and other important items. The line is being constructed with the full consent of the Colonial Government.

Colonel Seely: I am not quite certain. I do not think so.

Mr. Ginnell: Does the hon. gentleman deny that it has been constructed with money advanced by the Crown Agents?

Colonel Seely: I am not quite certain. I do not think so.

Mr. Ginnell asked the Secretary of State for Foreign Affairs whether the British Government had authorised the Government of Hongkong to advance to the Chinese Government £1,000,000 to repurchase from an American-Belgian combination the concession for building the Hankow-Canton Railway for the purpose of preserving from foreign control a railway of which the southern terminus was to be at Canton; whether Chang Chih-tung, in return gave the British Government on Sept. 9, 1905, an undertaking that British capital and materials should have the preference whenever China decided to construct the line; whether Germany had since succeeded in securing for themselves the contract for building and financing the railway; and, if so, whether any steps had been taken by the British Government to secure the performance of the undertaking given by Chang Chih-tung, and the interests in respect of which the advance of £1,000,000 was made.

Mr. McKinnon Wood: The reply to the first point in the question is in the affirmative. It is true that Chang Chih-tung gave an undertaking that British capital and materials should have the preference whenever China decided to construct the line, but only if the terms offered by foreign financiers were not more favourable. A German group offered China in the spring of the present year terms which the Chinese considered more advantageous and which they consequently accepted. It was to recover at any rate some portion of the Hankow-Canton Railway loan that the British and French groups, who were working together, decided to admit the German group to participation in the Hankow-Szechuan line, each group having an equal share in the loan, and the material, but the British group supplying the chief engineer on the Hankow-Canton line and the chief engineer for one-third of the Hankow-Szechuan line. To safeguard the control of the loan funds by the lenders, certain modifications were effected in the terms originally offered by the German group. Subsequently, an American group expressed a wish to participate in the Hankow-Szechuan loan, and the negotiations with regard to the share to be allotted to this fourth group are still proceeding.

Earl Winterton: Is it not a fact that the Chinese Government broke the undertaking which they had previously given?

Mr. McKinnon Wood: I am not prepared to say that, because undoubtedly the terms offered by the German group were more favourable than those which the British group were prepared to offer. It was a question of guaranteeing the expenditure with whoever arranged it.

On September 3, Mr. Ginnell asked the Secretary of State for Foreign Affairs whether the British Government had any other object in lending £1,000,000 to the Chinese Government to buy back the concession for the Hankow-Canton Railway except that, on account of its proximity to the British colony of Hongkong, it was considered desirable that it should be controlled by British subjects; what steps, if any, were taken between 1905 and the spring of the present year to promote that object by securing for British interests the control of that railway; whether, in order to recover the Hankow-Canton Railway, the British and French groups were compelled to allow German capitalists to participate in the Szechuan

Railway and, if so, who was mainly responsible for that change?

Sir E. Grey: It is substantially the case that in lending China the sum of £1,000,000 in 1905 His Majesty's Government were actuated by the wish to obtain control over the Hankow-Canton Railway. Negotiations proceeded continuously from that year until the spring of 1909, when, as the hon. member was informed on the 30th ult., a German group of financiers offered the Chinese terms which they considered more advantageous than those the British group was prepared to offer, or than the British Government could have approved, and which the Chinese Government accepted. The subsequent negotiations resulted in a compromise, the object of which was to secure more control and avoid competition.

Mr. Ginnell asked whether the Chinese Government had under pressure from the British Government, become contributory to the payment of 5 per cent. per annum interest on a loan of £1,000,000 for the construction of the Kowloon Railway, which they knew could never pay; sole guarantors for a loan of £3,000,000 at 5 per cent. interest for the Shanghai-Nanking Railway, which was being worked at a loss to them of £101,000 per annum; solely responsible for the working expenses of the traffic railway built by the Peking Syndicate, in addition to paying £35,000 a year interest on the bonds for it; whether the Chinese Government always disapproved of the making of each and all of these railways and wanted railways made elsewhere and, in a country where railways were so necessary and would be beneficial to China, and to investors if made in right places, whether British influence would in future be directed to securing this latter condition.

Sir E. Grey: The Chinese Government promised the concession for these railways 11 years ago. The actual terms on which these lines have been or are being constructed, were settled by amicable agreement with the Chinese Government. There is, so far as I am aware, no ground for the allegations implied in the question that the Chinese Government are dissatisfied with the terms of the railways, or that the railways are in districts where they are not required and could not be made profitable.

H.M.S. "FLORA" FOR MANILA.

ON HER WAY FROM BORNEO TO HONGKONG.

Through the British consul-general information has been received from Vice-Admiral Sir Hedworth Lambton, commander-in-chief of the China squadron, says the *Cable News*, that the British cruiser *Flora* is now on her way from Borneo to Hongkong and from there will proceed to Manila, arriving about October 10. The cruiser *Flora* has had quite a cruise during the past few months, having been to the Hawaiian Islands and on to the Mexican coast, finally rounding up at Borneo. The *Flora* has been accompanied by the cruiser *Cambrian* on the greater part of her journey and that ship was with her at Honolulu a short time ago when the U.S.A.T. *Luyan* ran on the reef in the harbour and had such a difficult time in getting off. The two British cruisers immediately went to the assistance of the American transport and by their help she was finally drawn off the coral. The *Cambrian* and *Flora* are slate grey in colour and types of the British scout cruiser.

DEATH OF MR. T. D. MCKAY.

SAD NEWS OF WELL-KNOWN AMERICAN PASSENGER AGENT.

A cable received at the offices of the Pacific Mail Steamship Co., in Yokohama, on the 17th inst. announced the death of Mr. Thomas D. McKay, General Passenger Agent for Japan of the Pacific Mail Steamship Co., Tokyo Kisen Kaisha, San Francisco Overland Route, and the Harriman lines.

The last mail advices, received last week from McKay who was staying at the Fairmont Hotel, referred to his sickness also expressed the fear of another operation, similar to the one performed over a year ago.

Mr. McKay was a familiar figure in Yokohama, and his death will be a loss sadly felt. His friends were legion and not confined to any country or any nationality for all over the Far East the United States and in Europe he had been most prominent in railroad circles and amongst the travelling public.

His career was a most remarkable one, full of incidents, full of energy, and often with pride did he refer to his start as a newsboy on the railroad trains, thence to brakeman, conductor and upwards. For twenty years, during the most active days of his career, he was associated with the Chicago, Burlington, and Quincy Railroad as responsible positions.

Mr. McKay's only relative is a niece, a daughter of his sister, the late Mrs. J. C. Moore of Nevada, Mo. Only a few weeks before his departure from Yokohama he received the news of the death of Mrs. Moore.

SHIPPING AND MAILS.

MAILS DUE
English (*Himalaya*) 10th inst., 4 p.m.
American (*China*) 2nd prox.
American (*Manchuria*) 6th prox.
German (*Prins Regent-Luitpold*) 6th prox.
Indian (*Kulsang*) 11th prox.

The P. M. S. S. Co.'s s.s. *Mongolia* arrived at San Francisco on 25th inst.

The E. & A. Co.'s s.s. *Aldenhams* left Sydney on 25th inst., via Queensland ports, Port Darwin, Timor and Manila.

The Imperial German Mail s.s. *Luitpold*, which left here on 23rd inst., at 8 a.m., arrived at Shanghai on 25th inst., at 8 p.m.

The I. C. S. N. Co.'s s.s. *Kulsang* left Calcutta for this port via the Straits on 24th inst., and may be expected here on 11th prox.

The Imperial German Mail s.s. *Prins Regent-Luitpold* carrying the German Mails with dates from Berlin of the 28th inst., left Colombo on 27th inst., p.m., and may be expected here on 10th prox.

MOSQUITO BREEDING.

SOME INTERESTING FACTS.

The following correspondence relative to the by-law for the prevention of mosquito-breeding was laid on the table at the meeting of the Sanitary Board this afternoon:

As the consideration of this question was left over for a fuller attendance of members, I may take the opportunity now of replying to the questions raised by the Registrar-General. *Malaria* is not a notifiable disease, and I am therefore unable to state how many cases occur annually in Hongkong, but the number will be quite small; yellow fever, I am glad to say, is unknown in Hongkong; were it otherwise, the Sanitary Board would have a far more serious task on hand than any they have yet had to deal with.

Filariasis, however, endemic in Southern China, while yellow fever is endemic in the West Indies and in Panama, and it is very generally feared that when the Panama Canal is open to traffic this disease may be imported to the Far East. I learn that, at the present time, a special mosquito survey of India is being made to ascertain in which localities the *Stegomyia* mosquito is to be found—this being the one that conveys yellow fever to man—and that special steps will be taken to deal with these areas before there is any possibility of the infection reaching this country.

As stated in my previous minute, these two diseases have been definitely proved to be conveyed to man by mosquitoes which do not belong to the sub-family *Anopheles*, and although they do not prevail to any extent in Hongkong, at the present time, I hope the Board will not adopt the policy of waiting until they have become endemic here before taking the necessary steps for their prevention.

There are, moreover, other diseases which are most probably conveyed by mosquitoes, and one of them is dengue fever; the facts in regard to conveyance of the infection in this disease are not yet absolutely decided, but there is enough evidence to induce Professor Ronald Ross to claim recently that the extermination of the mosquitoes from Port Said and Ismailia has resulted in these towns being absolutely free of dengue while the disease has been raging in other parts of Egypt, and a similar theory has been put forward by Professor Andrew Balfour in regard to Khartoum. Dengue prevails here and is responsible for a considerable amount of sickness among all classes of the community.

All biting flies (among which the mosquitoes are included) are capable of conveying septic infection to man and may thereby induce death from blood-poisoning; while the general impairment of health brought about, especially in women and children, by the bites of mosquitoes, is an important factor in considering the healthiness or otherwise of the Colony.

In view of these considerations, I would urge that the limitation contained in this by-law be deleted, so that steps may be taken, as occasion arises, to prevent the breeding of mosquitoes on private premises.

(Sd.) FRANCIS CLARK,
M.O.H.
The Head,
Sanitary Department.
15-9-09.

The Registrar-General minuted:—How many notices have been issued under the original bye-law?

HONGKONG AMATEUR ATHLETIC ASSOCIATION.

ANNUAL REPORT.

The second annual report to be presented to members at the annual general meeting on 29th inst., reads:—

The committee have pleasure in presenting their second annual report for the season of 1908-1909.

The first annual athletic meeting was held on November 14th, 1908, and although the entries were small there were some good performances. In this connection the committee desire to tender their thanks to the following for kindly presenting Challenge Cups: Sir C. P. Chater, C.M.G., one mile. The staff of the Eastern Telegraph Co., 3 mile. The Kowloon Cricket Club—hurdles. R. Shewan, Esq.—long jump. F. B. Deacon, Esq.—high jump. On February 17th, 1909, the H. K. A. A. was formally affiliated to the A. A. A. in London.

The championships reserved for affiliated clubs—200 yards and quarter mile—V.R.C. and Club Luitpold—250 yards were duly started and judged by officials of the Association. The Broke Cross Country Challenge Cup was run off in January, February and March, 1909.

The hon. treasurer's accounts are appended, showing a balance of \$47-50.

C. FORSYTH, (Chairman)
F. LAM MENT,
J. H. MEAD,
F. H. KIW,
A. RODGER, (absent)
R. LINTON, (absent)
A. R. SUTHERLAND,
(Hon. Treasurer)
H. L. O. GARRETT,
(Hon. Secretary.)
Hongkong, 15th September, 1909.

SOME admirable photographs of the landing of Lord Kitchener yesterday afternoon were taken by Moe Cheung and have now been printed. One of these, perhaps the best, shows Lord Kitchener, accompanied by General Broadwood, inspecting the guard of honour. It gives a life-like view of the Field-Marshal and looks more like an arm-chair study than a quick snap-shot in the midst of the hurly-burly. The other pictures are equally good and are a credit to Mr. Moe Cheung's photographic skill.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, ON SATURDAY,

the 2nd October, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, a LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—
SILK-EMBROIDERED and HAND-PAINTED WALL HANGINGS, KAKE-MONOS, SCREENS and FINE HAND-PAINTED JAPANESE VASES, KINKO-SAN SATSUMA VASES and TEA SETS, BRASS VASES and BOWLS, IVORY CARVINGS and NETSUKES, MAKUDZU and KOGO VASES, BOWLS, MOTHER-OF-PEARL INLAID LACQUERED PANELS and SCREENS, NAGOYA and KAGA TEA SETS, &c., &c.

Catalogues will be issued.
Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th September, 1909. [68]

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., will leave for SHANGHAI on THURSDAY, the 30th September, at Noon.

For Freight and Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th September, 1909. [4]

VICTORIA RECREATION CLUB.

100 YARDS CLUB CHAMPIONSHIP.

The Shanghai Interporters have very kindly presented a handsome cup for the above event. This will be swan off on Saturday, the 2nd October, at the V. R. C. enclosure. The race will prove of great interest as many are training hard for it.

The entries close on Thursday, 30th of September, at 6 p.m., at the Club.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 7th September, 1909. Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, J. Menzies, W. Wilson, the Health Officer and the secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from Mr. S. Okuyama resigning his seat owing to his departure from the port. The secretary was directed to inform Mr. Okuyama that the Council accepted his resignation with regret, and to convey to him the Council's thanks for his services whilst a member.

It was unanimously decided to invite Mr. K. Tansubara, of the Taiwan Bank, to fill the vacancy caused by Mr. Okuyama's resignation. The Captain Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Assault 3, Creating a disturbance 1, Throwing rubbish, &c., into the public drains 9, Allowing cattle and pigs to stray 5, Debt 1, Summary Arrests: Creating a disturbance 3, Theft 2, Illegal arrest 1, Being in possession of stolen property 2, Assault 3, Breach of opium regulations 8, Gambling 4, Being in possession of counterfeit coin 1, Kidnapping 1.

(Signed), W. H. WALLACE,
Chairman.

By order,
C. BERKELEY MITCHELL,
Secretary.

CHINESE PORK IN ENGLAND.

QUESTION IN PARLIAMENT.

Mr. Fell asked the President of the Local Government Board whether the shipment of Chinese pork has now been passed by the inspectors and whether he has received any report from the inspectors of the condition of the pork.

Mr. Burns: A small proportion only of the consignment of Chinese meat has been examined up to the present time. As yet no report has been made by the Medical Officer of Health, and this has not arrived when a general report could be made.

Mr. Fell: How many tons of pork have passed into consumption, and is it going out without any report being made on it to you?

Mr. Burns: Not many tons have passed into consumption. It is all in cold storage. Two officers of the Local Government Board are engaged in its examination, and the Chief Medical Officer of the Port Sanitary Authority and his staff are giving special attention to this matter.

Mr. F. L. Harris: Does the Merchandise Marks Act apply in this case?

Mr. Burns: No; if the hon. member had seen these pigs as I have seen them on several occasions he would not wish to apply.

Mr. O'Shaughnessy: Would this pork be sold as Chinese pork and labelled as such?

Mr. Burns: Like other pork it would be sold as pork. (Laughter.) If good it would go into consumption. If bad the officers would condemn it.

Mr. O'Shaughnessy: Would it not be a fraud if it were sold as Irish pork?

The Speaker: That is a hypothetical question which the hon. gentleman had better give notice.

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th October will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1909. [68]

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "HAZEE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 28th September, 1909. [68]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 3rd prox. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 28th September, 1909. [68]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "SURUGA" On 6th October.

FOR BOSTON AND NEW YORK:
S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 28th September, 1909. [68]

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE DAIRY FARM Co., LIMITED

Hongkong, 15th September, 1909. [38]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
Saturdays.
Extra cars at 9.15 p.m., 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [12]

FURNITURE WAREHOUSE.

LI KWONG-LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their FURNITURE STORE

No. 15, Des Voeux Road Central.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co. Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. L. I. KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1907. [12]

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

W

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,000,819	Interim of £1 for account 1909 @ ex 1/91 = \$11.71	4 %	{ \$99 1/2 sellers London £92.15 }
National Bank of China, Limited	90,025	£7	£6	{ £4,000 \$1,500,000 \$1,500,000 }	\$3,551	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	none	\$14 for 1907	7 1/2 %	\$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 119
Union Insurance Society of Canton, Limited	18,400	\$150	\$100	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,464,921	Final of \$17 making \$17 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$84 1/2 buyers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$707,631	\$12 and bonus \$3 for 1907	7 1/2 %	\$232
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$168,711	\$27 for 1907	8 %	\$360 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,500 \$7,500 \$7,500 }	\$1,021	\$1 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$5,000 \$5,000 }	NIL	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	{ \$12,000 \$12,000 \$12,000 }	\$21,170	Interim of 5/4 for account 1909	7 1/2 %	\$31 1/2 seller
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£23,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$1.154 Final of 3/- for 1908 and interim of 1/- for a/c 1909 \$1.00 for year ending 10.4.1909	...	\$60 70 1/2 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$1,221	...	4 1/2 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	\$1,221	...	3 1/2 %	\$15
REFINERIES.								
Ohlin Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000 \$1,000 \$1,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000 \$1,000 \$1,000 }	Dr. \$1,589	\$3 for 1897	...	\$23
Parak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,773	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 350 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £175,000 }	£11,550	Interim of 1/6 (coupon No. 12) for year ending 30.3.09	7 %	Tls. 18 sales
Kaub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000 £1,000 £1,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450 \$450 \$450 }	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$3,000 \$3,000 \$3,000 }	\$50,108	None	...	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500 \$2,500 \$2,500 }	\$145,162	Interim of 5/4 for account 1909	11 1/2 %	\$56 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,116	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 77
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,252 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 141
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 35,000 Tls. 35,000 Tls. 35,000 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$750 \$750 \$750 }	\$24,611	\$1.20 on old and 60 cents on first new issue. Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$17 1/2 buyers \$72 ex div. \$414 new \$1044 sellers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$400 \$400 \$400 }	\$19,272	Interim of 3/4 for account 1909	6 1/2 %	\$9 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000 \$5,000 \$5,000 }	\$26,475	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Hempshy, Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500 \$1,500 \$1,500 }	\$5,486	\$14 for 1908	5 1/2 %	\$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300 \$300 \$300 }	\$278	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 }	Tls. 142,404	Interim of \$2 for account 1909	8 1/2 %	\$44
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625 \$625 \$625 }	\$1,968	Interim of \$2 for account 1909	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 137 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250 \$1,250 \$1,250 }	\$9,551	50 cents for year ending 31.7.08	6 %	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 80
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 800,000 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 121
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 3,500 Tls. 3,500 Tls. 3,500 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 450 buyers
MISCELLANEOUS.								
Bell's Asbestos Western Agency, Limited	8,604	15/6	15/6	{ £1,500 £1,500 £1,500 }	£241	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$600 \$600 \$600 }	NIL	\$1.20 or 1908	0 %	\$13 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500 \$500 \$500 }	\$6,158	50 cents for year ended 28.2.06	8 1/2 %	\$5 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250 \$1,250 \$1,250 }	\$5,407	80 cents for 1908	8 1/2 %	\$5 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300 \$300 \$300 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000 \$4,000 \$4,000 }	\$3,750	Interim of 35 cents for account 1909	10 %	\$8 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,200 \$1,200 \$1,200 }	\$3,700	80 cents for year ending 31.12.08	8 1/2 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600 \$600 \$600 }	\$1,195	\$1 and bonus 20 cts. for year ending 29.7.09	6 %	\$104 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125 \$125 \$125 }	\$7,616	Interim of \$2 for account 1909	10 %	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600 \$600 \$600 }	\$8,750	Interim of \$1 for account 1909	8 1/2 %	\$13 buyers
Maatschappij tot Exploitatie van Landbouw- plantingen in Nieuw-Guinea, Limited	25,000	Gd. 100	Gd. 100	{ Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 116,688	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 850
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250 \$250 \$250 }	\$2,404	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.09	6 1/2 %	\$14
Philippine Company, Limited	50,000	\$10	\$10	{ \$500 \$500 \$500 }	Pa. 28,440	None	3 1/2 %	\$9 buyers
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,000 Tls. 24,000 Tls. 24,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 108 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150 \$150 \$150 }	Dr. \$56,602	None	...	\$33 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100 \$100 \$100 }	\$136	40 cents for year ending 31.5.08	7 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500 \$500 \$500 }	\$173	60 cents for year ending 31.12.08	5 %	\$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$100 \$100 \$100 }	\$344	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900 \$900 \$900 }	\$2,611	Final of 30 cts. making 80 cts. for this year ended 30th June, 1906	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$105 \$105 \$105 }	\$781	...	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	{ \$3,000,000 \$3,000,000 \$3,000,000 }	none	Interim of 12 1/2 % for account 1909	...	15 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	{ \$200 \$200 \$200 }	\$7,400	25 % for year ending 31.3.09	...	\$57 buyers
Castlefield Rubber Estate, Limited (fully paid)	32,650	£1	£1	{ £32,650 £32,650 £32,650 }	£11,205	None	...	\$76
Highland & Lowland Para. Rubber Co., (fully paid)	181,414	£1	£1	{ £181,414 £181,414 £181,414 }	£8,784	None	...	0 1/2 buyers
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	{ £18,000 £18,000 £18,000 }	£1,820	3 % for year ending 30.6.08	...	6 1/2 buyers
Laggit Plantations, Limited (ordinary)	900,000	2/-	2/-	{ \$1,800,000 \$1,800,000 \$1,800,000 }	none	Interim of 40 % - gd. for account 1909	...	24 1/2 buyers
Do do (7 1/2 % pref.)	10,000	£1	£1	{ £10,000 £10,000 £10,000 }	£4,000	7 % for year 1908	...	\$20 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ \$225 \$225 \$225 }	none	15 % for year ending 31.12.08	...	nominal
Do do (8 1/2 % pref.)	2,500	\$10	\$10	{ \$25 \$25 \$25 }	\$6,721	None	...	nominal
Ledbury Rubber Estates Limited	60,000	£1	£1	{ £60,000 £60,000 £60,000 }	none	None	...	nominal

* These shares are entitled to half of the profits

Initiations:

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Veneros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO.,
AGENTS.

225]

Denmarks Pride

HEYMANS BUTTER

SIEMSEN & CO., Sole Agents. 858

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

[566]

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

(Telephone No. 907.)

WITHIN easy distance of Town by Motor-car or Trams.

A Pleasant Evening's Drive.

Meals à la Carte.

Ice-cold Drinks.

Airy Rooms—Sea-water Baths.

Charges Moderate.

Trams from Post Office every 5 minutes.

WILLIAM WINCH,
Manager.

Hongkong, 21st September, 1909.

[656]

REGRET

You will NEVER if you

VISIT

MOHIDEEN &
THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

— in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 21st August, 1909.

[119]

LEE YEE

HAIR-DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 21st September, 1909.

[166]

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, King
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.My 34 years' experience in tattooing is a
guar